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OXCAFT WEEKLY REVIEW

8 January - 25 January

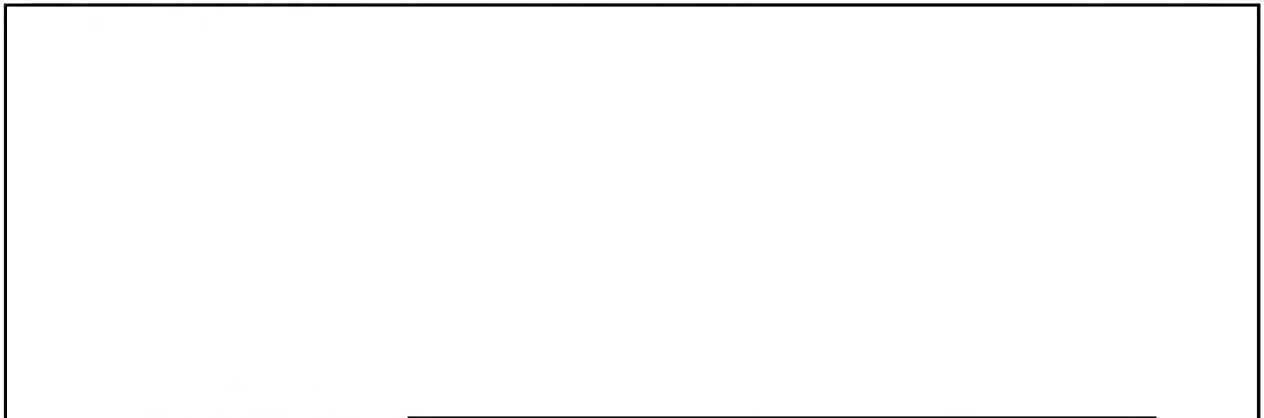
1. Meetings and Contacts:

a. On 5 January [ ] discussed with [ ] of Pratt & Whitney the hydraulic pump problems connected with the J-58 engine.

b. On 9 and 10 January [ ] attended the SAE professional meetings in Detroit, Michigan.

c. On 11 January [ ] was visited by [ ] as reported in OXC-2959, dated 16 January 1962.

d. On 15 January Messrs. Kiefer, Parangosky and [ ] of Headquarters met with [ ] of ITEK and [ ] to discuss the linear correlator problems in connection with [ ]



f. Colonel Beerli, [ ] [ ] attended the first LAC OX familiarization course at Burbank between 16 and 18 January. [ ] trip report, OXC-2973, dated 22 January 1962, has been forwarded to DD/P.

g. Eugene Kiefer was [ ] and LAC between 16 and 18 January in connection with [ ] and the Kirkpatrick visit [ ]

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h. On 18 January an Air Force C-23 arrived at Stewart Air Force Base to commence the P&E local flight test program. This aircraft had previously been refit at LAC for this mission.

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i. Between 15 and 19 January [redacted] of [redacted] were TDY LAC where they worked with [redacted] on fixes for two problems in connection with the parachute evaluation exercise. The results:

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(1) Firewel is reworking the faulty linkage system.

(2) [redacted] is reworking and strengthening the harnesses.

A B-66, together with a U-2 chase plane, has been assigned to the parachute testing program which will give us a capability of 50,000 feet for the drops. It is planned that tests will be resumed on 29 January and it is hoped with the fixes to the linkage system thirty drops can be completed.

[redacted]

k. [redacted] reports that in January he visited Burbank, [redacted] A trip report, OXC-2918 of 22 January, has been forwarded to DD/P.

1. Engine test time accumulated for the period 1 - 23 January 1962:

Total engine time	73 hours
Afterburner time	2 hours
D-20 engine time	73 hours
Hot inlet time	0
Hot turbine time	1 hour

(1) Four sea level test stands are in operation with engines FX-111, 113, XD-1, XD-2.

(2) Engine FX-115 (endurance) is mounting in the altitude stand. Engine FX-116 (ejector) is mounting in No. 5 sea level stand.

(3) Engines FX-112, 114, and 118 have been returned to assembly for inspection after test completion.

(4) Primary effort continues on turbine inlet temperature profile; secondary effort on hydraulic system and controls development.

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(5) The favorable turbine inlet temperature profile recently established on engine FX-113 has proved inconsistent. [redacted] feels that this is a further indication of diffuser case flow instability, for which initial corrective hardware is now on test with FX-111 and XD-1. This will delay initiation of endurance testing well beyond the three weeks estimated on 4 January.

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(6) FX-114 teardown inspection has revealed good condition of bolted compressor rotor but damage to most turbine blades and vanes resulting from one burner can mounting bolt failure.

(7) The first fully integrated single lever control system using non-production hardware completed 14 hours of non afterburning operation on engine FX-114 without instability. Two combinations of a similar fully integrated single lever system have completed 5 non afterburning hours on engine XD-2 without instability. XD-2, with the latter fully integrated but two lever system, has initiated afterburning operation without instability. The second lever is required to initiate afterburning without fulfilling rated turbine inlet temperature.

(8) The first production main fuel and exhaust nozzle controls have been delivered to Florida.

2. Agenda for 26 January Development Branch meeting.

- a. Further Discussion of Engine Status if Required - [redacted]
- b. Possible Rescheduling of A-12 Trainer - Mr. Kiefer.
- c. Cover Story Status - [redacted]
- d. Change in Aircraft Engine Out Performance - Mr. Kiefer.
- e. Report on the Kirkpatrick Visit [redacted] - Mr. Parangosky.

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JOHN PARANGOSKY  
C/DB/DPD

DC/DB/DPD/EPF:hmj (25 Jan 62)